### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

**79** 

Richmond County Town of Warsaw

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Route   Length   AADT   QA   4Thr   Bus   AAdog 3-AAdo   Truel   ZTrail   CC   Peak   CK   Factor   AAWDT   OW						Rich	nmond N	/laintenan	ce Area	а							
3	Route	Length	AADT	QA	4Tire	Bus	2Axle			2Trail	QC		QK		AAWDT	QW	Year
3	Richmond County				From:	,	Westmore	land Counts	, I ino	ī							
3	3	0.15	5200	G			2%	1%		0%	F	0.084	F	0.51	5200	G	2002
3		1 46	6500	G		1%			5%	0%	C	0.083	F	0 579	6500	G	2002
3	3	1.10			To:	170			070			0.000		0.070	0000		2002
3	3	0.79	6500	N	91 <u>%</u>	1%	2%	1%	5%	0%	N	0.083	N	0.579	6500	N	2002
3	Town of Warsaw									-							
30 0.11 6800 G 90% 1% 3% 1% 5% 0% 0% N 0.081 F 0.568 6800 G    SCI. Warsaw   SCI. Wars		0.20	6500	N	91%	1%	2%	1%	5%	0%	N	0.083	N	0.579	6500	N	2002
3									s								
Sci   Warsaw   Sci	3	0.11	6800	G		1%	3%	1%		0%	F	0.081	F	0.568	6800	G	2002
SCL Warsaw   SCL	Richmond County																
3   3.07   3700   G   90%   1%   39%   19%   59%   09%   F   0.083   F   0.666   3700   G			6000	Α,	<u> </u>	40/			E0/	00/	N.I	0.004	A.I	0.500	0000	N.I	2000
3.07 3700 G 90% 1% 3% 1% 5% 0% F 0.083 F 0.666 3700 G  3.0 2.37 3400 G 90% 1% 3% 1% 5% 0% F 0.086 F 0.534 3400 G  3.0 2.70 3100 G 90% 1% 3% 1% 5% 0% F 0.086 F 0.534 3400 G  3.0 2.70 3100 G 90% 1% 3% 1% 5% 0% F 0.087 F 0.534 3100 G  Town of Warsaw  Bus  3.0 0.77 12000 N 93% 0% 3% 1% 3% 0% N 0.087 N 0.622 12000 N  Bus  3.0 0.78 12000 G 93% 0% 3% 1% 3% 0% F 0.087 F 0.622 12000 G  Richmond County  203 0.40 2700 G 86% 0% 3% 1% 3% 0% F 0.081 F 0.687 2700 G  Richmond Warsaw  3.0 0.40 2700 G 86% 0% 3% 1% 3% 0% F 0.081 F 0.687 2700 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.081 F 0.687 2700 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.095 F 0.572 14000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% 0% F 0.096 F 0.572 14000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.572 14000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.096 F 0.572 14000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.572 14000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.529 14000 A  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.085 F 0.622 12000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.085 F 0.622 12000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.096 F 0.085 F 0.622 12000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.085 F 0.681 6000 G  3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.085 F 0.681 6000 G	3	6.20	6800	N	90%	1%				υ%	N	0.081	N	0.568	6800	N	2002
3		2.07	2700	G		10/				00/	Е	0.002		0.666	2700		2002
3	(3)	3.07	3700	G	90%	1 70			370	070	Г	0.003	г	0.000	3700	G	2002
3	3	2.37	3400	G		1%	3%	1%	5%	0%	F	0.086	F	0.534	3400	G	2002
Town of Warsaw   Bus   SR 3	3)	2.70	3100	G	90%	1%	3%	1%		0%	F	0.087	F	0.534	3100	G	2002
Bus					To:		Lancaste	er County L	ine	ļ							
3					From:			SR 3									
Section   Sect		0.77	12000	N	93%	0%	3%		3%	0%	Ν	0.087	Ν	0.622	12000	N	2002
3   360   0.78   12000   G   93%   0%   3%   1%   3%   0%   F   0.087   F   0.622   12000   G	Rue				To: From:		Ţ	US 360		ŀ							
SR 3   Lyells   Lyells   SR 3   Lyells   Lyells   SR 3   Lyells   Lyells   L	$\frown$	0.78	12000	G		0%			3%	0%	F	0.087	F	0.622	12000	G	2002
203   0.40   2700   G   86%   0%   3%   2%   8%   0%   F   0.081   F   0.687   2700   G	Richmond County				•					-							
Second   S																_	
See	203	0.40	2700	G						0%	F	0.081	F	0.687	2700	G	2002
360 3.98 14000 G 93% 0% 3% 1% 3% 0% F 0.079 F 0.572 14000 G  360 0.40 14000 A 93% 0% 3% 1% 3% 0% A 0.096 A 0.529 14000 A  Town of Warsaw  360 2.02 14000 N 93% 0% 3% 1% 3% 0% N 0.096 N 0.529 14000 N  360 0.78 12000 G 93% 0% 3% 1% 3% 0% F 0.087 F 0.622 12000 G  360 0.37 7900 G 93% 0% 3% 1% 3% 0% F 0.085 F 0.564 7900 G  Richmond County  Richmond County  360 2.97 6000 G 93% 0% 3% 1% 3% 0% F 0.088 F 0.661 6000 G					From:												
360   0.40   1400   A   93%   0%   3%   1%   3%   0%   A   0.096   A   0.529   14000   A     Town of Warsaw	360	3.98	14000	G	93%	0%				0%	F	0.079	F	0.572	14000	G	2002
360   0.40   14000   A   93%   0%   3%   1%   3%   0%   A   0.096   A   0.529   14000   A					To		W	79-624									
Town of Warsaw  2.02 14000 N 93% 0% 3% 1% 3% 0% N 0.096 N 0.529 14000 N  360 0 0.78 12000 G 93% 0% 3% 1% 3% 0% F 0.087 F 0.622 12000 G  360 0 0.37 7900 G 93% 0% 3% 1% 3% 0% F 0.085 F 0.564 7900 G  Richmond County  360 4.59 7900 N 93% 0% 3% 1% 3% 0% N 0.085 N 0.564 7900 N  360 2.97 6000 G 93% 0% 3% 1% 3% 0% F 0.088 F 0.661 6000 G  Northumberland County Line	360	0.40	14000	Α		0%	3%	1%	3%	0%	Α	0.096	Α	0.529	14000	Α	2002
360   2.02   14000   N   93%   0%   3%   1%   3%   0%   N   0.096   N   0.529   14000   N	<u> </u>				To:		WC	L Warsaw		J							
360   2.02   14000   N   93%   0%   3%   1%   3%   0%   N   0.096   N   0.529   14000   N	Town of Warsaw				From:		WC	I. Warsaw		I							
360   0.78   12000   G   93%   0%   3%   1%   3%   0%   F   0.087   F   0.622   12000   G	360	2.02	14000	N		0%			3%	0%	Ν	0.096	N	0.529	14000	Ν	2002
360  0.78 12000 G  93\% 0\% 3\% 1\% 3\% 0\% F  0.087 F  0.622 12000 G  1200 G					To:		W	SR 3 Bus									
Second County   Second Count	360	0.78	12000	G		0%			3%	0%	F	0.087	F	0.622	12000	G	2002
Richmond County   From					To: From:		E SR	3 Bus, SR	3	-							
Section   Sect	360	0.37	7900	G		0%			3%	0%	F	0.085	F	0.564	7900	G	2002
360   4.59   7900   N   93%   0%   3%   1%   3%   0%   N   0.085   N   0.564   7900   N	Richmond County				<u> </u>												
360 2.97 <b>6000 G</b> 93% 0% 3% 1% 3% 0% F 0.088 F 0.661 6000 G  To Northumberland County Line	~~~										_						
360 2.97 <b>6000 G</b> 93% 0% 3% 1% 3% 0% F 0.088 F 0.661 6000 G  To Northumberland County Line	[360]	4.59	7900	N	93%	0%	3%	1%	3%	0%	N	0.085	N	0.564	7900	N	2002
To: Northumberland County Line	~~~	•				22.			601			0.000		0.05:			
Notatian County Line	360	2.97	6000	G						0%	F	0.088	F	0.661	6000	G	2002
From: Lancaster County Line						N				<u>J</u>							
(600) 3.16 <b>400 G</b> 95% 0% 2% 2% 1% 0% F 0.104 F 0.667 400 G	(600)	3.16	400	G		0%				0%	F	0.104	F	0.667	400	G	2002
To: 79-601																	

Route	Lonath	AADT	Ω^	4Tire	Bus	nmond Maintenar Tru	ıck		QC	Peak	QK	Dir	AAWDT	O\^/	Year
Richmond County	Lengui	AADI	QА	41116	Dus	2Axle 3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDI	QVV	i eai
				From:		79-601									
(600)	2.23	390	G	95%	0%	2% 2%	1%	0%	F	0.103	F	0.619	390	G	2002
600	0.26	460	G	From: 95%	0%	79-604 SOUTH 2% 2%	1%	0%	С	0.107	F	0.6	460	G	2002
600	0.20			To	• • • • • • • • • • • • • • • • • • • •	Lancaster County I					•				
				From:		SR 3									
601)	2.90	210	R	To:		79-600				NA			NA		08/22/200
				From:		Dead End									
602	1.64	240	R	<u> </u>		Dedd End				NA			NA		09/26/200
				To: From:		79-607									
602	0.03	340	R							NA			NA		09/26/200
				To: From:		SR 3 EAST SR 3 WEST									
602	0.11	200	R							NA			NA		09/26/200
				To: From:		79-692									
602	1.10	500	R							NA			NA		09/26/200
				To: From:		79-612									
602	3.00	140	R	To		79-601				NA			NA		08/22/200
				From:		79-601		1							
603)	3.00	30	R			77 001				NA			NA		09/05/200
				To:		79-612									
$\bigcirc$	0.00		_	From:		Dead End				NIA			NIA		00/05/000
604)	0.60	20	R	To		79-600				NA			NA		09/05/200
				From:		79-606									
605)	1.20	20	R							NA			NA		08/22/200
				From:		1.20 ME 79-606	)	-							
605)	0.50	20	R	To:		D 15 1				NA			NA		08/22/200
				From:		Dead End		<u> </u>							
(606)	1.33	200	R			Dead End				NA			NA		1998
				Tor		79-673									
606)	1.75	340	G	94%	0%	2% 0%	3%	0%	С	0.087	F	0.6	340	G	2002
				To:		79-608									
	0.90	220	R	From:		Dead End				NA			NA		1998
607	0.90	220	K	To:		79-602 Gap Termi	nus			INA			INA		1990
$\bigcirc$	0.05	=00		From:	20/	79-692 Gap Termi	nus	00/	_	0.000	_	0.040	500		0000
607)	3.25	580	G	96% To:	0%	2% 0% 69-677	1%	0%	F	0.092	F	0.616	580	G	2002
				From:		79-677									
607)	1.65	800	G	96%	0%	2% 0%	1%	0%	F	0.094	F	0.6	800	G	2002
	0.50	550		From:	00/	79-617	40/	00/		0.400		0.547	550		2002
607	0.50	550	G	96% To:	0%	2% 0% US 360	1%	0%	С	0.109	F	0.547	550	G	2002
				From:		79-642		1							
608	1.03	160	G	93%	1%	4% 0%	2%	0%	F	0.091	F	0.533	160	G	2002
				To: From:		79-610									
608)	0.08	270	G	93%	1%	4% 0%	2%	0%	F	0.092	F	0.68	270	G	2002
				From:	401	79-613	607	- 60/		0.000	_	0.04:	202		2022
608)	3.37	220	G	93%	1%	4% 0%	2%	0%	F	0.089	F	0.814	220	G	2002
	0.90	990	G	From: 93%	1%	79-606 <b>4% 0%</b>	2%	0%	С	0.090	F	0.73	990	G	2002
608	0.90	990	G	93% To:	1 70	4% U% SR 3	∠70	U 70	C	0.090	r	0.73	990	G	2002

						nond Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:		D IF I									
(609)	1.35	80	R	110111.		Dead End				NA			NA		08/22/2001
(003)				To		79-610									
$\bigcirc$				From:		79-647									
610	0.65	80	R							NA			NA		08/22/2001
640	0.30	30	R	From:		79-657				NA			NA		08/22/2001
610	0.00			To	D	Dead End; Gap Ter	minus			147 (			147 (		00/22/2001
610)	0.45	40	R	From:	<u>D</u>	cau Enu, Gap Ter	illius			NA			NA		08/22/2001
				From:		79-641									
(610)	0.75	100	R							NA			NA		08/22/2001
				To: From:		79-608									
(611)	1.50	170	R	From:		79-613				NA			NA		08/15/2001
(01)		•		To:		SR 3									
				From:		79-602									
(612)	1.30	270	R							NA			NA		08/22/2001
	2.22			From:		79-616									00/00/0004
612	3.30	300	R	To:		66-600				NA			NA		08/22/2001
				From:		79-608									
613)	2.50	280	R							NA			NA		08/15/2001
				To: From:		79-611									
(613)	0.80	240	R	. —						NA			NA		08/15/2001
				To:		SR 3									
(614)	0.07	40	R	F10111		Dead End				NA			NA		08/15/2001
(014)				To:		79-669									
614)	2.20	100	R	From:		77 007				NA			NA		08/15/2001
				To: From:		79-642									
614)	2.17	120	R							NA			NA		08/15/2001
				To: From:		79-615									
614)	1.84	270	R							NA			NA		08/15/2001
	0.70	500		From:	00/	79-643	40/	00/		0.440		0.045	500		2002
614)	0.70	580	G	97%	0%	2% 0%	1%	0%	С	0.112	F	0.615	580	G	2002
(614)	0.35	40	R	From:		SR 3				NA			NA		08/15/2001
614)				To:		79-626									
614)	1.25	40	R	From:		77 020				NA			NA		08/15/2001
				To:		Dead End									
$\bigcirc$	1.40	450	_	From:		Dead End				NIA			NIA		1000
615)	1.40	150	R	To:		79-614				NA			NA		1998
				From:		79-612									
616)	3.90	80	R	_						NA			NA		09/05/2001
				To:		66-600; 66-61	6								
	0.80	770	G	95%	0%	79-607 <b>4% 0%</b>	1%	0%	С	0.107	F	0.541	770	G	2002
617)	0.00		_	95 76 To:	J /0	US 360	1 /0	J /0	_	0.107	_'	0.041		_	2002
				From:		79-661									
618)	1.00	290	R							NA			NA		09/05/2001
				To:	No	rthumberland Cou	nty Line								

3.10 1.42 2.80	460 480	QA G G	4Tire  97%  From: 97%	0%	Tr 2Axle 3+Axle  SR 3 2% 0%  79-627 2% 0%	1Trail		QC C	Peak Hour 0.101	QK F	Dir Factor 0.511	AAWDT 460	QW G	Year 2002
1.42	480		97%		SR 3 2% 0% 79-627	1%		С		F		460	G	2002
1.42	480		97%		2% 0% 79-627		0%	С	0.101	F	0.511	460	G	2002
1.42	480		To: From:		79-627		0 76		0.101		0.511	400		2002
		G	From: 97%	0%		10/								
			97%	0%	2% U%		00/	_	0.400	_	0.550	400	_	2002
2.80	640					1%	0%	F	0.108	F	0.552	480	G	2002
2.80		_	From:		US 360	10/								
	610	G	97% To:	0%	2% 0% Westmoreland Coun	1%	0%	F	0.103	F	0.648	610	G	2002
			From:			ity Line								
0.15	130	R	1 tom.		Dead End				NA			NA		08/15/200
0.10	100		. —						14/3			IVA		00/10/200
2 21	250		From:		SR 3				NΛ			NΙΛ		09/26/200
2.31	250	ĸ							INA			INA		09/20/200
0.70			From:		US 360							114		00/05/000
2.79	540	R	To:		W ( 1 10	, T.	1		NA			NA		09/05/200
						ity Line								
4.00	500	_	From:		79-624				NIA			NIA		00/40/000
1.00	590	ĸ	To:		79-690 WEST	7	1		INA			INA		08/16/2001
			From:											
2.88	270	R							NA			NA		08/01/2001
			To:		79-637									
0.10	310	R	From:						NA			NA		08/01/200
			To:		Westmoreland Coun	ty Line								
			From:		Dead End		I							
1.30	30	R							NA			NA		08/06/200
			To:		79-625		1							
0.70	80	R	From:		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		08/06/200
			To:		79-624 WEST	Γ								
			From:		79-624 EAST	`								
2.10	80	R							NA			NA		08/06/200
			From:		79-638 WEST									
0.20	210	R							NA			NA		08/16/200
			To: From:		79-638 EAST									
0.70	580	G	97%	0%	2% 0%	0%	0%	С	0.103	F	0.69	580	G	2002
			To:		Westmoreland Coun	ty Line								
			From:		79-624									
1.28	400	R							NA			NA		08/06/200
			To:		Westmoreland Coun	ty Line								
			From:		Dead End									
1.20	110	R	т		COL W				NA			NA		1998
			10.		SCL Warsaw	•	J							
			From:		SCI Warray	,	I							
0.10	110	N	<u> </u>		SCL Waisaw				NA			0	N	1998
00		••	To:		US 360 EAS?	Γ						·	••	
							-							
			From:		US 360 WEST	Γ								
0.00	2400	G	97%	0%	1% 1%	1%	0%	F	0.093	F	0.631	2400	G	2002
0.20					79-634		<u> </u>							
0.20			E		19-03-									
0.20	2000	G	From: 97%	0%	1% 1%	1%	0%	С	0.092	F	0.663	2000	G	2002
	2000	G	97%	0%	1% 1%	1%	0%	С	0.092	F	0.663	2000	G	2002
0.80			97%		1% 1% 79-621									
	2000	G G	97%	0%	1% 1% 79-621 1% 1%	1% 1%	0% 	C F	0.092	F	0.663	1500	G G	2002
0.80			97%		1% 1% 79-621									
	0.10 1.30 0.70 2.10 0.20	2.79     540       1.80     590       2.88     270       0.10     310       1.30     30       0.70     80       2.10     80       0.20     210       0.70     580       1.28     400       1.20     110	2.79 540 R  1.80 590 R  2.88 270 R  0.10 310 R  1.30 30 R  0.70 80 R  2.10 80 R  0.20 210 R  0.70 580 G  1.28 400 R  1.20 110 R	2.31	2.31	2.31	2.31	2.31	2.79 540 R  To Westmoreland County Line  From 79-624  1.80 590 R  Tro 79-690 WEST 79-690 EAST  2.88 270 R  0.10 310 R  To Westmoreland County Line  From 79-637  0.10 310 R  To Westmoreland County Line  From 79-625  0.70 80 R  To 79-624 WEST 79-624 EAST  0.20 210 R  To 79-638 WEST  0.70 580 G 97% 0% 2% 0% 0% 0% C To Westmoreland County Line  1.28 400 R  To Westmoreland County Line  From 79-624  1.28 400 R  To Westmoreland County Line  From 79-624  1.28 400 R  To Westmoreland County Line  From 79-624  1.28 From 79-624  1.29 To Westmoreland County Line  From 79-624  1.20 110 R  To SCL Warsaw	2.31   250   R	2.31   250   R	2.31   250   R	2.79 540 R	2.79 540 R

					Nic	nmond Maintenar	ice Are	а							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Richmond County								-							
	3.21	950	G	97%	0%	79-636 NORTH	1%	0%	F	0.094	F	0.550	950	G	2002
624)	3.21	950	G	91%	0%			U%	Г	0.094	Г	0.550	950	G	2002
$\overline{}$	0.00	000		From:	00/	79-638 SOUTH		00/		0.000		0.500	000		2002
624)	0.90	980	G	97%	0%	1% 1%	1%	0%	F	0.082	F	0.506	980	G	2002
	4.50			From:	00/	79-638 NORTH			_	0.070		0.540			0000
624)	4.56	680	G	97% To:	0%	1% 1% Westmoreland Count	1%	0%	F	0.078	F	0.546	680	G	2002
				From:			y Line								
625	0.65	9	R			79-622				NA			NA		08/06/200
625	0.00	·	••	To:		Dead End									00,00,20
				From:		SR 3									
626	0.40	100	R	<u>.                                    </u>						NA			NA		08/15/200
				To:		79-614									
_				From:		79-619									
627)	2.14	350	R							NA			NA		09/05/200
				To: From:		US 360		-							
627	0.06	370	R							NA			NA		09/05/200
				To:		79-661									
				From:		Dead End									
628)	0.70	110	R	. —						NA			NA		1998
				To:		US 360									
	0.47	000	_	From:		79-620				<b>.</b>			NIA		00/05/00/
629	0.17	220	R	_						NA			NA		09/05/200
				To: From:		79-695		-							
629	0.26	170	R	To:		D 15 1				NA			NA		09/05/200
						Dead End									
	1.05	00	В	From:		Dead End				NIA			NIA		00/45/200
630	1.25	90	R							NA			NA		08/15/200
			_	From:	00/	79-660	00/		_	0.004		0.500	000	_	0000
(630)	1.41	380	G	94%	0%	3% 0%	2%	0%	С	0.094	F	0.583	380	G	2002
(630) (630)				From:		79-631			_						
(630)	1.69	840	G	94% To:	0%	3% 0%	2%	0%	F	0.092	F	0.622	840	G	2002
				1		SR 3									
	1 20	240	В	From:		Dead End				NIA			NIA		1000
631)	1.30	210	R	To:		79-630		1		NA			NA		1998
				From:				I							
622)	1.79	160	R			Dead End				NA			NA		1998
632	0		••	т		<b>5</b> 0 ( <b>5</b> 0									
	0.07	250	R	From:		79-679				NA			NA		1998
632	0.07	230	IX.	To:		39-698				INA			INA		1990
				From:		79-698									
632	0.78	500	R							NA			NA		08/15/200
				To:		SR 3									
				From:		79-637									
633	2.51	10	R	To:		<b>5</b> 0.600				NA			NA		08/01/200
						79-690		<u>.</u>							
	٥٠٠	FO	Б	From:		Dead End				N I A			NIA		4000
634)	0.55	50	R					_		NA			NA		1998
				From:		79-636									
634)	4.06	360	G	93%	0%	3% 0%	4%	0%	С	0.119	F	0.565	360	G	2002
				To:		79-624		<u> </u>							
	4.44	440	_	From:		79-624							<b>.</b>		00/04/00
635)	1.41	140	R	Te		70.626				NA			NA		08/01/200
				To		79-636									

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			$\cap$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:			9-634		1							
636	1.70	170	R	<u> </u>		/	9-034				NA			NA		08/09/2001
	0.32	220	R	To: From:		7	9-640				NA			NA		08/09/2001
(636)	0.32	220		To		79-62	4 SOUTH				INA			INA		00/03/2001
	2.00	140	R	From:		79-62	4 NORTH	[			NA			NA		08/09/2001
636	2.00	140	K	To:		7	9-637				INA			INA		06/09/2001
				From:		De	ad End									
637	0.70	130	R	To-		70.6	24 WEST		1		NA			NA		08/06/2001
				From:			24 EAST									
637	1.50	230	R								NA			NA		08/06/2001
	2.44	230	R	From:		7	9-636				NA			NA		09/01/2001
637)	2.44	230	ĸ	To:		79-6	90 WEST				NA			NA.		08/01/2001
$\bigcirc$	4.50	400		From:		79-6	90 EAST				NIA			NIA		00/04/0004
637)	1.50	130	R	To:		7	9-621		1		NA			NA		08/01/2001
				From:			ad End									
(638)	3.00	230	R								NA			NA		08/06/2001
				To: From:			24 SOUTH 624 MID									
638	1.40	280	G	99%	0%	1%		0%	0%	С	0.120	F	0.703	280	G	2002
				To: From:			9-639		ŀ							
638)	1.30	320	G	99% To:	0%	1%	0%	0%	0%	F	0.113	F	0.688	320	G	2002
				From:		79-6	22 EAST 22 WEST									
638)	2.10	120	R								NA			NA		08/06/2001
				To:			4 NORTH	[								
(639)	0.45	60	R				9-638				NA			NA		08/06/2001
000				To:		De	ead End									
				From:		7	9-636									
640	2.50	100	R	To:		7	9-624		1		NA			NA		08/01/2001
				From:			9-642									
(641)	1.10	90	R								NA			NA		08/22/2001
				To:			9-610									
649	0.04	20	R	From:		De	ead End				NA			NA		1998
642	0.04			To:		-	9-665				1471			147.		1000
642	0.01	60	R	From:		,	7-003				NA			NA		1998
				To: From:		7	9-681		-							
642)	1.10	260	R								NA			NA		08/22/2001
				From:	201		9-641	401		<del>-</del>		_				
642	1.10	280	G	95%	0%	4%	1%	1%	0%	F	0.128	F	0.622	280	G	2002
	0.70	420	G	From: 95%	0%	4%	<sup>79-608</sup>	1%	0%	F	0.105	F	0.646	420	G	2002
642	0.70	720		To:	070		9-614	170			0.100		0.040	420		2002
642)	2.28	560	G	95%	0%	4%	1%	1%	0%	С	0.102	F	0.632	560	G	2002
				To: From:			9-651									
642	0.90	740	G	95%	0%	4%	1%	1%	0%	F	0.097	F	0.684	740	G	2002
				To:			SR 3									
643)	1.16	180	R	From:		7	9-614				NA			NA		1998
040	0			To:		De	ad End									

					Richmond Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:	Dead Pad							
(644)	0.46	150	R		Dead End		NA			NA		09/05/200
044)				To:	79-656							
				From:	Dead End							
645)	0.70	110	R	_			NA			NA		08/06/200
				To:	Westmoreland County Line							
	0.55	60	R	From:	US 360		NA			NA		08/06/200
646)	0.55	00		Tai	0.553.01.115.260		IVA			IVA		00/00/200
646	0.99	60	R	From:	0.55 MN US 360		NA			NA		08/06/200
646)				To:	79-621							
				From:	Dead End							
647)	0.80	110	R				NA			NA		1998
				To: From:	79-648							
647)	0.90	170	R				NA			NA		1998
				From:	79-610							
647)	2.40	310	R	To:	79-608		NA			NA		08/22/200
				From:	•							
649	0.70	40	R	110111	79-647		NA			NA		1998
648)	00			To:	Dead End							
Town of Warsaw												
	2.24	400		From:	US 360 EAST							00/44/000
649	0.34	180	R	To:	US 360 WEST		NA			NA		09/11/200
D:-h					OS 300 WEST							
Richmond County				From:	Dead End							
(650)	0.90	240	R	_			NA			NA		09/05/200
				To:	79-619							
	0.20	30	R	From:	79-614		NA			NA		08/15/200
(651)	0.20	30	K		1		INA			INA		00/13/200
(651)	1.92	30	R	From:	0.20 MN 79-614		NA			NA		08/15/200
(001)	1.02	•	•••	To	79-642					10.		00/10/200
				From:	Dead End							
652	0.53	70	R				NA			NA		08/01/200
				To: From:	79-683							
652	1.07	110	R	_			NA			NA		08/01/200
				To:	79-636							
(F)	0.45	120	R	From:	SR 3		NA			NA		09/26/200
653)	0.43	120		Tai	70.667		IVA			IVA		03/20/200
653	0.45	70	R	From:	79-667		NA			NA		09/26/200
653		_		To:	Dead End							
				From:	Dead End							
654)	1.30	20	R				NA			NA		08/22/200
				To:	79-600							
<b>655</b>	1.25	130	R	From:	Dead End		NA			NA		1998
(655)	1.23	130	ĸ	To:	79-614		INA			INA		1990
				From:	Dead End							
656	0.63	80	R				NA			NA		09/05/200
				To: From:	79-644							
656	0.57	240	R				NA			NA		09/05/200
$\bigcirc$				To:	79-617							

					RICHITIONI Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Richmond County				From:	Dead End	1						
657)	0.90	45	R		Dead Ellu		NA			NA		1998
				To:	79-610							
$\bigcirc$			_	From:	Dead End							
658	0.52	80	R	To:	79-619	7	NA			NA		1998
				From:	Dead End	<u> </u>						
(659)	0.50	20	R		Dead End	_	NA			NA		08/01/2001
				To:	79-690							
$\bigcirc$				From:	Dead End							
660	0.35	70	R			_	NA			NA		1998
			_	From:	79-672	}						1000
660	0.15	140	R	To:	79-630	7	NA			NA		1998
				From:	US 360	1						
661)	1.90	520	R		03 300		NA			NA		09/05/2001
				To:	79-627	1						
(661)	0.08	40	R	From:	17 621	_	NA			NA		09/05/2001
				To:	Dead End							
$\sim$				From:	79-661							
662	0.70	170	R	To:	79-619	7	NA			NA		09/05/2001
				Erom:		1						
(662)	1.00	60	R	F10111	79-620	J	NA			NA		1998
663				To:	Dead End							
				From:	79-637							
(664)	0.45	100	R			_	NA			NA		08/01/2001
				To:	Dead End	<u> </u>						
	0.10	40	R	From:	79-642	_	NA			NA		1998
665)	0.10	40	K	To:	Dead End	1	INA			INA		1990
				From:	Dead End	İ						
(666)	0.06	NA				_	NA			NA		
				To:	SR 3							
$\bigcirc$	• • • •			From:	Dead End							00/00/0004
667)	0.64	20	R	To:	79-653	7	NA			NA		09/26/2001
				From:	79-617	1						
668	0.15	90	R		/9-01/	_	NA			NA		1998
				To:	US 360							
				From:	79-614							
669	0.05	40	R	To:	D 12.1	7	NA			NA		1998
					Dead End	<u> </u>						
(070)	0.65	200	R	From:	US 360		NA			NA		1998
670				To:	79-699	1						
				From:	Dead End	Ī						
671)	0.45	70	R			_	NA			NA		09/05/2001
				To:	79-619	<u> </u>						
$\bigcirc$	0.05		_	From:	Dead End		A I A			N14		4000
672	0.35	60	R	To:	79-660	7	NA			NA		1998
				From:	Dead End	1						
673	0.84	80	R	<u></u>	Doug Eng	_	NA			NA		1998
				To:	79-606							

					Richmond Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	$\cap$	O.	Oir Factor	AAWDT	QW	Year
Richmond County				From:	Dead End						
(674)	0.40	60	R	<u> </u>	Dead End	N/	۸		NA		08/01/2001
014)				To	79-621						
				From:	Dead End						
675)	0.61	30	R			N/	A		NA		1998
				To: From:	79-636						
676	0.98	40	R	rioiii.	79-624	N/	1		NA		1998
676)	0.00		.,	To:	Dead End		•				1000
				From:	Dead End						
677	0.30	47	R			N/	A		NA		09/05/200
				To:	79-607						
$\bigcirc$	0.07	00	_	From:	Dead End				NIA		00/00/000
678)	0.67	30	R			N/	A		NA		08/06/200
	0.40	20	_	From:	0.67 MS Dead End	N			NIA		00/00/000
678)	0.13	30	R	To:	79-624	N/	4		NA		08/06/200
				From:	79-632						
679)	0.35	90	R	<u></u>	17=032	N/	A		NA		1998
0.09				To:	Dead End						
				From:	Dead End						
(680)	0.40	110	R			N/	4		NA		1998
				To:	79-637						
	0.40	140	R	From:	Dead End	N/			NA		1998
681)	0.40	140	ĸ	To-	79-642	11/	`		INA		1990
				From:	Dead End						
682	0.09	20	R		D tuu D.i.u	N/	A		NA		1998
				To:	79-608						
				From-	Dead End						
683	0.38	10	R	To:	70.650	N/	4		NA		1998
				From:	79-652						
(684)	0.55	48	R	rioiii.	79-619	N/	Δ.		NA		08/15/2001
(004)	0.00	.0	.,	To:	Dead End		•				00/10/200
				From:	Dead End						
(685)	0.35	110	R			N/	A		NA		1998
				To:	79-637						
	0.00	70	_	From:	79-697	N.			NIA		1000
686	80.0	70	R			N/	١		NA		1998
	0.07	90	D	From:	79-1101	N/			NA		1998
686)	0.07	90	R	To:	US 360; FR-815	IN/	١		INA		1990
				From:	Dead End						
687)	0.12	160	R		Dead End	N/	4		NA		1998
				To:	SR 3						
				From:	Dead End						
688	0.20	40	R			N/	A		NA		1998
				To:	79-630						
600	0.19	60	R	From-	Cul-de-Sac	N/	1		NA		1998
689	0.18	OU	11	To:	SR 3	11/	•		INA		1990
Town of Warsaw											
				From:	SR 3						
(690)	0.20	1000	G	98%	0% 1% 0% 1% 0%	F 0.1	13 F	0.537	1000	G	2002
				To:	NCL WARSAW						

					Rich	nmond N	Maintenar	nce Area	a							
Route	Lenath	AADT	QA	4Tire	Bus		Tru			$\sim$	Peak	QK	Dir	AAWDT	QW	Year
	_0501		<b></b> .	3		2Axle	3+Axle	1Trail	2Trail		Hour	٠.٠	Factor	· - ··· - ·		. 33.
Richmond County				From:		NCL	WARSAV									
(690)	2.64	660	G	98%	0%	1%	0%	1%	0%	С	0.093	F	0.629	660	G	2002
	2.40	420		To: From:		79-6	621 WEST				NΙΛ			NIA		00/06/2001
690	2.49	430	R								NA			NA		08/06/2001
600	1.50	380	R	From:		79-0	637 EAST				NA			NA		08/01/2001
690				To:			79-633		-							
(690)	0.50	370	R	From:			17 033				NA			NA		08/01/2001
				To:			land Count									
	0.05	20	R	From:	,	Westmore	land Count	y Line			NΙΛ			NIA		00/06/2001
691)	0.85	30	ĸ	To		D	ead End				NA			NA		08/06/2001
				From:			3 SOUTH		Ī							
692)	0.40	380	R								NA			NA		09/26/2001
				To: From:			79-607									
692	0.22	780	G	94% To:	0%	3%	1%	2%	0%	С	0.097	F	0.539	780	G	2002
				From:			3 NORTH									
(693)	0.30	120	R			<u>D</u>	Dead End				NA			NA		1998
000				To:		,	79-624									
				From:			79-635									
694)	0.19	30	R	To:		D	Dead End				NA			NA		08/01/2001
				From:			US 360									
(695)	0.15	170	R				03 300				NA			NA		09/05/2001
				To			79-629									
$\bigcirc$				From:		D	Pead End									
(696)	0.19	30	R	To:			SR 3		1		NA			NA		08/22/2001
				From:		1	US 360									
697	0.66	210	R			•	05 300				NA			NA		09/26/2001
				To: From:			79-686		ŀ							
(697)	0.76	140	R	rioin.							NA			NA		09/26/2001
				To:			79-620									
(698)	0.36	60	R	From:		D	Dead End				NA			NA		1998
(698)	0.00			To:			79-632				147 (			147 (		1000
				From:		D	Pead End									
(699)	0.13	90	R								NA			NA		1998
				To:			79-670									
Town of Warsaw				From:		I	US 360									
(700)	0.13	190	R						<u>'</u>		NA			NA		10/17/2001
				To:		NC	L Warsaw									
Richmond County				From:		NC	L Warsaw		I							
(700)	0.20	170	R								NA			NA		09/11/2001
				To		D	Pead End									
$\bigcirc$	0.70	40	Р	From:			79-610				NIA			NIA		00/22/2004
701)	0.70	40	R	To		Cı	ul-de-Sac				NA			NA		08/22/2001
				From:			00704(L)/									
702	0.17	NA									NA			NA		
				To:		Cu	ıl-de-Sac/									

					Truck	Peak		Dir			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	()(:	QK	Factor	AAWDT	QW	Year
Richmond County				From:	Dead End	1					
(703)	0.15	100	R		Dead End	NA			NA		08/15/2001
				To:	79-704	<u></u>					
	0.20	00	_	From:	Cul-de-Sac	NIA.			NΙΔ		00/45/2004
704	0.38	90	R	To:	79-703	NA T			NA		08/15/2001
				From:	79-620						
705	0.04	60	R			NA			NA		08/15/2001
				To:	Dead End						
(707)	0.30	40	R	From:	SR 3				NA		1998
707)	0.50	-10	IX.	To:	Dead End	]			INA		1990
				From:	79-614						
708	0.38	40	R			NA			NA		1998
				To:	Dead End						
(700)	0.19	90	R	From:	79-630	_ NA			NA		1998
709	0.10	30		To:	SR 3	]			14/-3		1550
				From:	Dead End						
710	0.42	60	R			NA			NA		08/22/2001
				To:	79-606	<u> </u>					
(720)	0.20	30	R	From:	79-642	_ NA			NA		08/22/2001
720	0.20			To:	Cul-de-Sac	1			147.		00/22/2001
Town of Warsaw											
	0.25	70	R	From:	SR 3	, NA			NΙΔ		00/11/2001
(1000)	0.25	70	ĸ	To:	Cul-de-Sac	NA T			NA		09/11/2001
				From:	US 360	1					
(1001)	0.75	360	G	96%	0% 3% 0% 2% 0%	C 0.092	F	0.571	360	G	2002
				To:	NCL WARSAW						
	0.00	200	_	From:	SR 3				NIA		00/00/0004
1002	0.23	280	R	To:	79-1001	NA 1			NA		09/26/2001
				From:	SR 3						
(1003)	0.23	1100	R			NA			NA		09/11/2001
				To:	US 360						
	0.17	200	_	From:	US 360; SR 3 BUS; BEGIN LOOP	NIA.			NA		00/11/2001
(1004)	0.17	300	R			NA T			INA		09/11/2001
(1004)	0.13	310	R	From:	79-1036	NA			NA		09/11/2001
(1004)	0.10	0.0		To:	END LOOP	]					00/11/2001
				From:	79-1012						
(1005)	0.18	30	R			NA			NA		1998
				From:	79-1006	]					
1005	0.17	80	R			NA			NA		1998
	2.22			To: From:	79-1020	<b>]</b>			A		4000
1005	0.08	110	R	To:	79-690	NA T			NA		1998
				From:	79-1012	<u> </u>					
(1006)	0.08	310	R		17-1012	NA			NA		09/11/2001
				To:	79-1005	7					
1006	0.10	520	R	From:		NA			NA		09/11/2001
$\overline{}$				To:	SR 3						

					Richmond Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour QK	Dir AAWDT Q	W Year
Town of Warsaw				From:	US 360; 79-624	Ī		
(1007)	0.13	1900	R	<u></u>	03 300, 77-024	NA	NA	09/11/200
				To:	Dead End			
$\bigcirc$	0.40	400		From:	US 360	NA.	NIA.	00/00/000
1008	0.19	130	R	To:	79-1002	NA I	NA	09/26/200
				From:	79-1028			
1009	0.09	200	R			NA	NA	1998
				From:	79-1014 SOUTH	}		
(1009)	0.02	240	R			NA	NA	1998
	0.00		_	From:	79-1014 NORTH	)—————————————————————————————————————		4000
1009	0.06	260	R	_		NA 1	NA	1998
	0.03	320	R	From:	79-1010 SOUTH	NA	NA	1998
(1009)	0.03	320	IX	To:	70 1010 NODTH	1	IVA	1990
(1009)	0.05	650	R	From:	79-1010 NORTH	NA	NA	09/11/200
				To:	US 360			
$\widehat{}$				From:	WCL WARSAW			
(1010)	0.06	10	R			NA	NA	1998
				From:	79-1011	<del></del>		
(1010)	0.09	100	R	To:	79-1009	NA I	NA	1998
				From:	79-1009 SOUTH			
(1010)	0.14	30	R	To:	70 1010	NA I	NA	1998
				From:	79-1018			
(1011)	0.09	20	R		79-1014	I NA	NA	1998
				To:	79-1010			
				From:	Dead End			
1012	0.11	60	R			NA	NA	1998
$\bigcirc$	0.00	440	_	From:	79-1005	)		4000
(1012)	0.08	110	R	_		NA 1	NA	1998
	0.28	70	R	From:	79-1006	NA	NA	1998
(1012)	0.20	70	- 1	To:	Dead End	IVA	IVA	1000
				From:	US 360; 79-1016			
(1013)	0.18	150	R			NA	NA	09/11/200
				To:	Dead End			
(1014)	0.04	20	R	From:	WCL WARSAW	I NA	NA	1998
(1014)	0.04			To:	79-1011	1 <b>.</b>	107	1000
(1014)	0.09	40	R	From:	79-1011	NA NA	NA	1998
				To:	79-1009			
(1014)	0.15	46	R	From:		NA	NA	1998
				To:	79-1018			
	0.23	100	ь	From:	Cul-de-Sac	NA	NA	09/11/200
(1015)	0.23	100	R			INA I	INA	09/11/200
4045	0.33	280	R	From:	0.23 MN Cul-de-Sac	NA	NA	09/11/200
(1015)	5.00			To	70 1026			35/11/200
(1015)	0.09	870	R	From:	79-1036	NA	NA	09/11/200
				To:	US 360	]		
$\sim$				From:	79-1017			
1016	0.40	410	R	To:	110 260	NA I	NA	1998
				10.	US 360			

					Richmond Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	Year
Town of Warsaw				From:	Dead End				
1017)	0.04	80	R		Dead End	NA		NA	1998
				To: From:	79-1016				
1017)	0.07	170	R			NA		NA	1998
_				To: From:	79-1023				
(1017)	0.10	90	R	т		NA 1		NA	1998
				To: From:	Dead End				
1018)	0.05	80	R	rioiii.	SCL WARSAW	NA NA		NA	1998
				To:	79-1014	<u> </u>			
1018	0.10	110	R	From:	72 303 1	NA		NA	1998
				To: From:	79-1010				
1018	0.08	170	R			NA		NA	1998
				To:	79-649				
(1019)	0.45	00	_	From:	US 360	N.A.		NIA	4000
	0.15	60	R	To:	Dead End	NA I		NA	1998
				From:	79-1005				
(1020)	0.12	40	R		77 1000	NA		NA	1998
				To:	NCL WARSAW				
(1021)				From:	79-1022				
	0.15	680	R	To:	US 360	NA I		NA	1998
				From:					
(1022)	0.18	1100	R		SR 3	NA		NA	1998
				To:	79-1021				
1022	0.04	1400	R	From:	/7-1021	NA		NA	1998
				To:	Dead End				
(1023)				From:	Dead End				
	0.16	80	R	To:	70 1017	NA I		NA	1998
				From:	79-1017				
(1027)	0.15	60	R		Dead End	NA		NA	1998
				To:	79-649				
				From:	79-1029				
1028)	0.13	110	R			NA		NA	1998
(1028)				To: From:	79-1009				
	0.02	20	R	To:	D 15 1	NA		NA	1998
				10.	Dead End				
Richmond County				From:	Dead End				
(1029)	0.09	40	R	<u></u>		NA		NA	1998
				To:	79-1028				
own of Warsaw				From:	He 270	ı			
1033	0.17	130	R	<u> </u>	US 360	NA NA		NA	1998
				To:	79-1034	<u> </u>			
1033	0.09	80	R	From:	/ 2-103 <del>-1</del>	NA		NA	1998
				To	Dead End				
				From:	79-1033				
1034	0.05	50	R	_ —		NA		NA	1998
				To:	Cul-de-Sac				
1035	0.07	410	B	From:	US 360	NA		NA	09/11/20
	0.07	410	R	To	79-1037	INA ]		INA	09/11/20
					12 1031	1			

					RICI	imond Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Warsaw				From:		79-1037							
(1035)	0.22	160	R			/ /-103 /	NA			NA		09/11/2001	
				To:		79-1038							
1035)	0.04	10	R	110111				NA			NA		09/11/2001
				To-		Dead End							
(1036)	0.04	640		From:		79-1004		NIA			NIA		1000
	0.04	610	R	To:		79-1015		NA			NA		1998
				From:		79-1035							
1037	0.18	130	R				NA			NA		1998	
				To: From:		0.18 MN 79-1035							
1037)	0.02	20	R					NA			NA		1998
				To:		Dead End							
(1038)	0.10	400		From:		Cul-de-Sac	NA		NIA		4000		
	0.16	100	R						NA		1998		
(1038)	0.05	20		From:		79-1035	NA		NA		1009		
		20	R	To:		Cul-de-Sac				1998	1998		
Richmond County						our de bue							
County				From:		Cul-de-Sac							
(1040)	0.05	30	R	. —				NA		NA		1998	
				10:		79-620							
(1041)	0.12	48	R	From:		Cul-de-Sac	NA		NA		1998		
				To:		79-620					1990		
				From:		79-607							
1060	0.14	80	R					NA			NA		1998
				To:		79-1061							
$\bigcirc$	0.00	40	_	From:		Cul-de-Sac	NIA		NIA		1000		
(1061)	0.06	10	R					NA			NA		1998
(1061)	0.11	40	R	From:	79-1060 NIA		NA		1000				
				To:		Cul-de-Sac	INA	NA			INA		1998
				From:		79-1102							
(1101)	0.15	40	R			// 1102		NA			NA		1998
				To:		79-686							
1102)	0.07			From:		79-1101	NA		NA		1998		
		30	R	To:		=0.50=							
				From:		79-697							
(1110)	0.20	NA		From:		79-620	NA		NA				
				To:		Dead End							
(1111)	0.29	NA		From:		Cul-de-Sac	NA						
									NA				
				To:		79-1110							
9350)		•		From:		SR 3							00/06/227
	0.12	280	R	To:		CD 2	NA	NA			NA		09/26/200
				From:		SR 3							
9838)	0.15	380	R			US 360		NA			NA		09/26/2001
9030				To:		US 360							
								_					